

Conner

Conner is generally bounded by McNichols and Houston-Whittier to the north, the Ford Freeway (I-94) to the south, Hayes to the east, and Conner to the west. Detroit City Airport is immediately west of the area. South of the area, across the Ford Freeway is Chandler Park.

Although the number of children in the area declined by over ten percent between 1990 and 2000, there are still more children in Conner than in any other area of the city. Household incomes are relatively evenly distributed across income levels. While nearly twenty percent of household residents earn less than \$10,000 per year, a quarter earn at least \$50,000 per year. As a reflection of the diversity of incomes, housing values also vary widely. While almost twenty percent of owner-occupied dwellings are valued at less than \$30,000, almost a third are valued at \$70,000 or more.

The area lost over 1,000 housing units between 1990 and 2000, accounting for nearly half of all units lost throughout cluster 2. The homeownership rate of over fifty percent falls below the cluster and citywide average.

❑ Neighborhoods and Housing

Issues: Along Outer Drive, the major residential thoroughfare, housing units are in sound condition. Strong housing conditions extend immediately north before gradually deteriorating. Another strong residential community is the area north of Findlay and west of Devon and Dresden.

The residential areas around the Gratiot and Houston-Whittier intersection exhibit signs of distress, with high occurrences of vacant land, abandoned homes, and poor housing conditions.

GOAL 1: Preserve sound neighborhoods

Policy 1.1: Encourage the use of code enforcement as a tool to maintain neighborhoods along Outer Drive and in the northwest portion of the area.

GOAL 2: Revitalize neighborhoods with poor housing conditions

Policy 2.1: Target infill housing in the area surrounding the Gratiot and Houston-Whittier intersection and along residential streets between Harper and Outer Drive.

Policy 2.2: Encourage code enforcement and home rehabilitation as a deterrent to the continued deterioration of marginal neighborhoods east of Conner between Outer Drive and Harper.

❑ **Retail and Local Services**

Issues: The commercial structures along Gratiot are a mixture of older, pedestrian-oriented shops and newer commercial strip development. Many of the older buildings are vacant or in poor condition.

The commercial area along McNichols is generally in good physical condition west of Strasburg. Abrasive auto related uses such as tow yards and collision shops negatively impact the image of the this commercial area.

The Harper and Conner commercial thoroughfares are underutilized. As a commercial street, Chalmers present the most challenges. Existing commercial sites are relatively sparse. The majority of the parcels consist of shallow vacant lots.

GOAL 3: Increase the vitality of commercial thoroughfares

Policy 3.1: Take advantage of traffic volumes along Harper, Gratiot, and Conner, south of Gratiot, to attract intense commercial activity

GOAL 4: Increase the vitality of neighborhood commercial areas

Policy 4.1: Develop retail nodes along Chalmers with a compatible mix of locally serving, small-scale businesses and medium density residential uses along less viable portions.

GOAL 5: Develop a mixed-use activity node

Policy 5.1: The existing built environment of commercial structures at the intersection of Kelly, Hayes and Houston-Whittier presents an opportunity for a mixed use, pedestrian-oriented development.

GOAL 6: Improve the appearance of commercial areas

Policy 6.1: Increase code enforcement and discourage the concentration of abrasive uses along McNichols.

❑ Parks, Recreation and Open Space

Issues: Although Chandler Park lies immediately south, there are not any large parks or recreational facilities within the community. The number of children in the area creates a demand for amenities.

GOAL 7: Increase access to open space and recreational areas

Policy 7.1: Develop greenways to link residential areas to Chandler Park and other parks and open space outside the area.

❑ Environment and Energy

Issues: Due to the proximity of residential neighborhoods, increased activity at Detroit City Airport will have direct impacts upon the community.

GOAL 8: Improve environmental quality

Policy 8.1: Provide residents with protection from air and noise resulting from the expansion of operations and/or facilities at Detroit City Airport.

2000 Census - Demographic Profile

Neighborhood **Conner**

Total Population

35,782

1990 Population

40,046

1990 to 2000 Change

-4,264

Percent Change

-10.65%

Race

White Only

1,237

3.46%

Black or African American
Only

33,192

92.76%

American Indian and Alaska
Native Only

90

0.25%

Asian Only

673

1.88%

Native Hawaiian and Other
Pacific Islander Only

0

0.00%

Other Race Only

70

0.20%

Two or More Races

520

1.45%

Hispanic Origin

Hispanic Origin (Any Race)

260

0.73%

1990 Hispanic Origin

260

1990 to 2000 Change

0

Percent Change

0.00%

Gender

Male

16,681

46.62%

Female

19,101

53.38%

Educational Attainment

Population 25 or older

17,812

49.78%

HS Graduate or Higher

11,565

64.93%

Assoc. Degree or Higher

1,622

9.11%

Age

Youth Population
(Under 18 Years Old)

14,051

39.27%

1990 Youth Population

16,085

1990 to 2000 Change

-2,034

Percent Change

-12.65%

0 to 4 Years Old

3,476

9.71%

5 to 10 Years Old

5,397

15.08%

11 to 13 Years Old

2,449

6.84%

14 to 17 Years Old

2,729

7.63%

18 to 24 Years Old

3,919

10.95%

25 to 44 Years Old

9,947

27.80%

45 to 64 Years Old

6,144

17.17%

65 Years Old and Older

1,721

4.81%

Households

Households

10,512

Average Household Size

3.38

Population in Group Quarters

208

0.58%

Population in Households

35,574

Family Households

7,952

75.65%

Married Couple Family

2,889

36.33%

Female Householder Family

4,418

55.56%

One Person Households

2,093

19.91%

Housing Units

Housing Units

11,774

1990 Housing Units

12,867

1990 to 2000 Change

-1,093

Percent Change

-8.49%

Vacant Housing Units

1,255

10.66%

Occupied Housing Units

10,519

89.34%

Owner Occupied

5,438

51.70%

Renter Occupied

5,081

48.30%

Housing Value

Owner Occupied Units

4,902

Less Than \$15,000

213

4.35%

\$15,000 to \$29,999

664

13.55%

\$30,000 to \$49,999

1,137

23.19%

\$50,000 to \$69,999

1,440

29.38%

\$70,000 to \$99,999

1,149

23.44%

\$100,000 to \$199,999

263

5.37%

\$200,000 or More

36

0.73%

Household Income

Less Than \$10,000

2,013

19.15%

\$10,000 to \$14,999

947

9.01%

\$15,000 to \$24,999

1,954

18.59%

\$25,000 to \$34,999

1,439

13.69%

\$35,000 to \$49,999

1,444

13.74%

\$50,000 to \$74,999

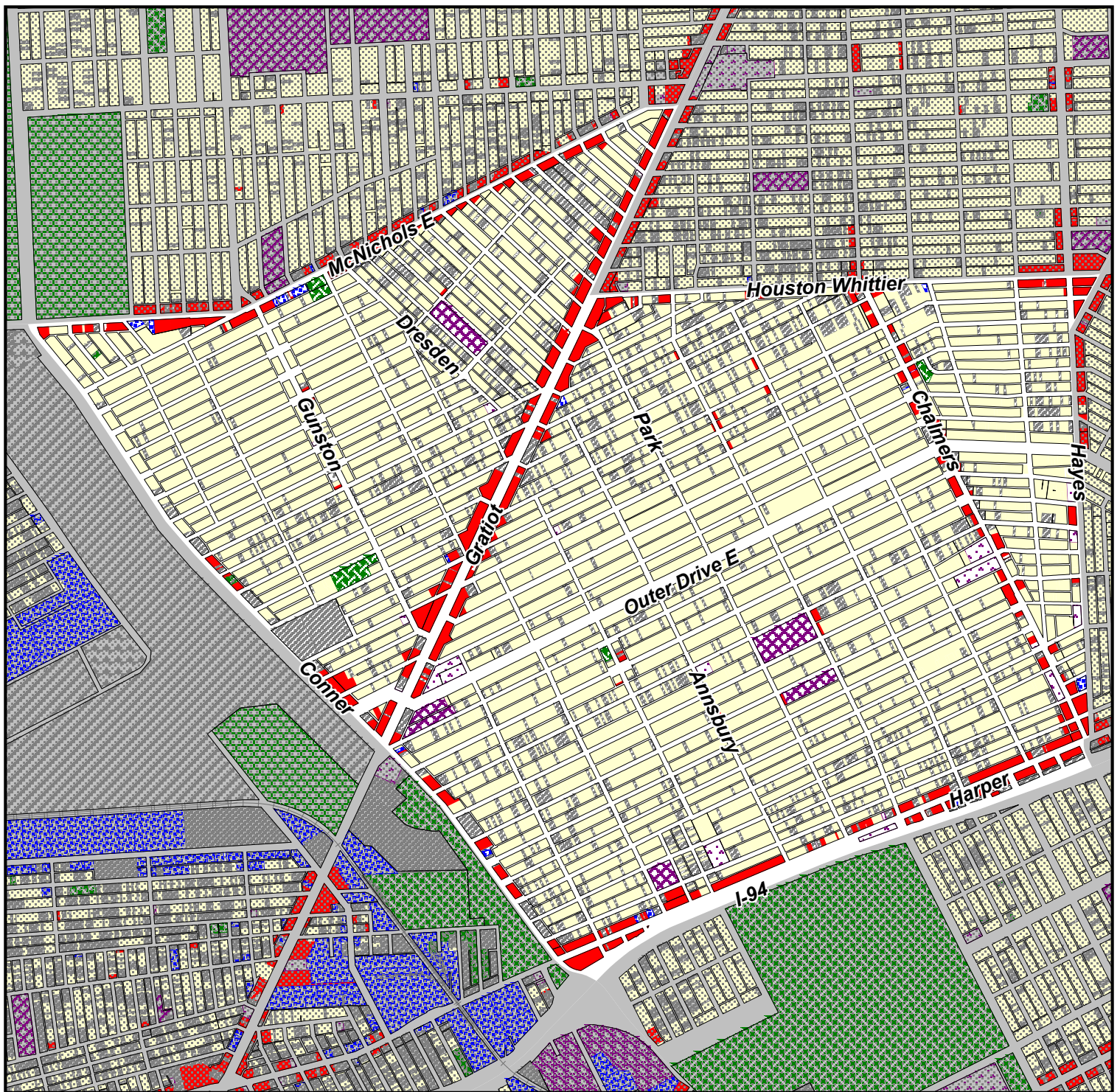
1,517

14.43%

\$75,000 or More

1,198

11.40%



Map 2-2A

City of Detroit
Master Plan of
Policies

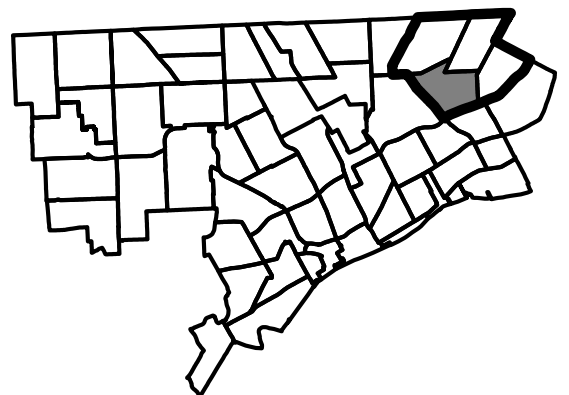
Neighborhood Cluster 2 Conner

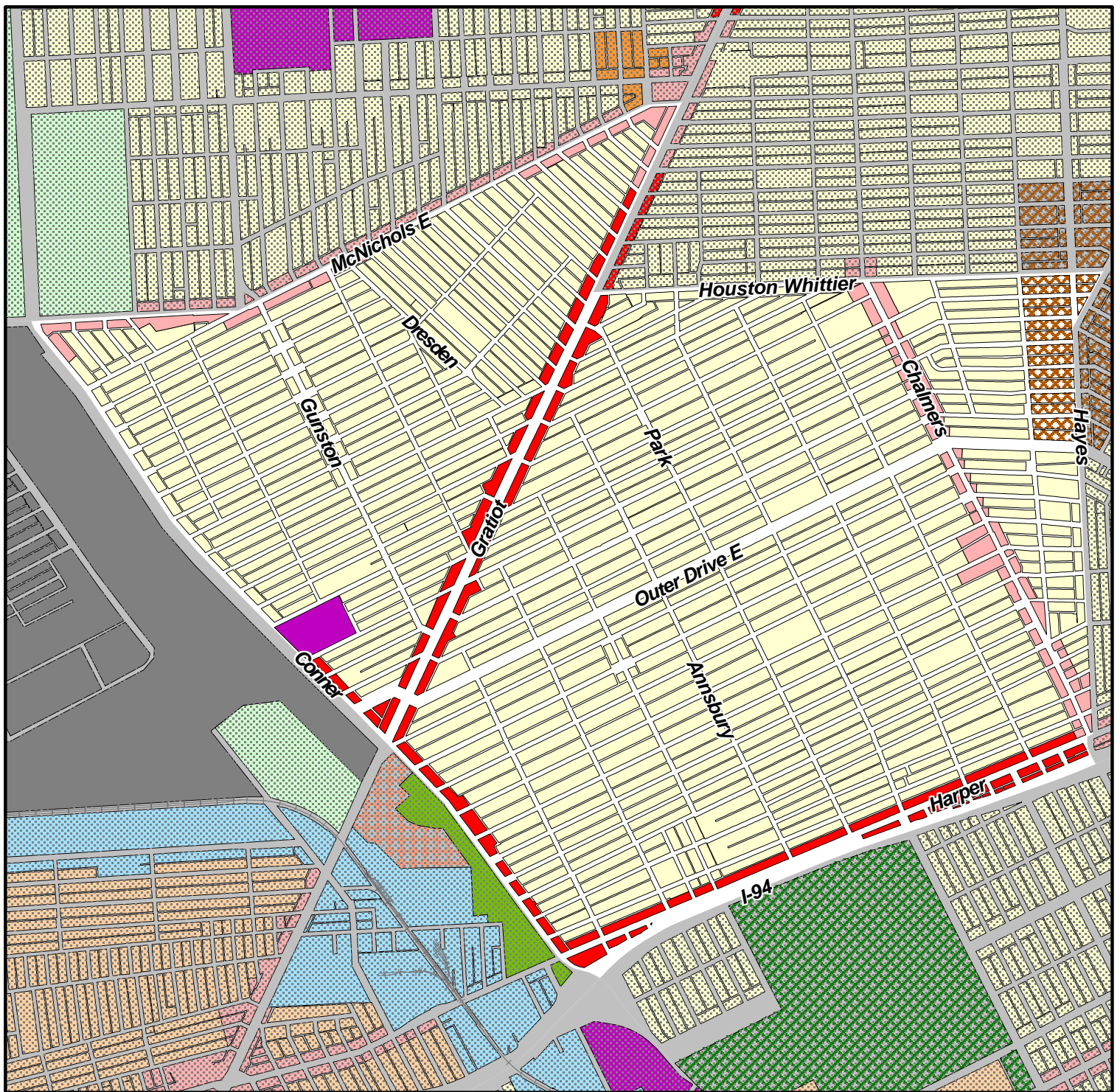


Existing Land Use * -

- | | |
|-------------------------|----------------------------|
| Residential | School - Primary/Secondary |
| Commercial | School - Other |
| Office | College/University |
| Industrial | Institutional |
| Transportation | Cemetery |
| Utilities/Communication | Recreation/Open Space |
| Hospital/Clinic | Vacant |

* January 2000 Existing Land Use. Sources:
Detroit Public Schools DataImage database;
Recreation Department Site Inventory;
Planning and Development Department's Property Information System (PINS);
Finance Department, Assessment Division's Integrated Physical Data System (IPDS).





Map 2-2B

City of Detroit
Master Plan of
Policies

Neighborhood Cluster 2 Conner



Future Land Use -

- | | |
|--------------------------------|--------------------------------|
| Low Density Residential | Light Industrial |
| Low-Medium Density Residential | Distribution/Port Industrial |
| Medium Density Residential | Mixed - Residential/Commercial |
| High Density Residential | Mixed - Residential/Industrial |
| Major Commercial | Mixed - Town Center |
| Retail Center | Recreation |
| Neighborhood Commercial | Regional Park |
| Thoroughfare Commercial | Private Marina |
| Special Commercial | Airport |
| General Industrial | Cemetery |
| | Institutional |

